

VANCOUVER BARRACKS, PAINT SHOP AND CENTRAL HEATING
PLANT

HABS WA-269

WA-269

(Buildings No. 302 & 305)

(Vancouver Barracks, Fire House)

(Building No. 408)

Vancouver National Historic Reserve District

East Fifth Street southeast of McLoughlin Road

Vancouver

Clark

Washington

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
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HISTORIC AMERICAN BUILDINGS SURVEY

VANCOUVER BARRACKS, PAINT SHOP/FIRE HOUSE

(Buildings No. 302 and 305)

(Building No. 408)

HABS No. WA-269

- Location:** Vancouver National Historic Reserve District
East Fifth Street southeast of McLoughlin Road
Vancouver
Clark County
Washington
- USGS Vancouver Quadrangle Topographic Map,
Universal Transverse Mercator Coordinates: 10.526178.5052341
- Present Owner:** United States Army Reserve
- Present Use:** Vacant/Storage
- Significance:** The Paint Shop/Fire House, Buildings No. 302 and 305 (currently Building No. 408), is a contributing building to the Vancouver National Historic Reserve District in Vancouver, Washington. The Vancouver Barracks is significant for its role in the defense of the Pacific Northwest and its place in the administrative history of the United States Army (U.S. Army). The Paint Shop/Fire House is a good example of a utilitarian building type erected in the 1930s during the Civilian Conservation Corps (CCC) tenure at the Vancouver Barracks.
- The Paint Shop/Fire House reflects the building development within Vancouver Barracks that occurred during the Great Depression when the post was designated as one of the induction centers and a headquarters for the CCC. In 1935, over a dozen support buildings were constructed to accommodate the influx of enrollees, and the Vancouver Barracks' role as a CCC supply and administrative center.
- Completed in 1935-1936, the Paint Shop/Fire House was part of a complex of motor pool buildings built on the south side of East Fifth Street (originally Evergreen Highway), the main east-west road through Vancouver Barracks. These utilitarian buildings were vital to the operations of the CCC camps. The structure was originally constructed in 1935 as a Paint Shop (No. 302), with a separate Central Heating Plant (No. 305) constructed in 1936. The two structures were later altered into a single structure for use as a Fire House and renumbered as a single

building (No. 408), with an added hose drying tower, sometime between 1936-1944.

PART I. HISTORICAL INFORMATION

A. Physical History (Building 302)

1. Date of erection: 15 June 1935

2. Architect: U.S. Army

3. Original Owners: U.S. Army

4. Contractor: Contractor name unknown, U.S. Army and CCC work crews

5. Original plans and construction: According to the U.S. Army's 1935 Quartermaster's report, Building 302 was completed on June 15, 1935 as a Paint Shop to help service part of a cluster of motor pool and Quartermaster's store houses erected after the Vancouver Barracks became the headquarters and induction camp for the CCC for Oregon and Washington.

The Paint Shop was constructed on the south side of East Fifth Street, east of McLoughlin Road (now Fort Vancouver Way). The 25' wide and 60' long, wood frame building was built with a concrete foundation, exposed structural ceramic block walls on the east, west and south faces, boxed eaves, and a gable roof with composition shingles. Four garage door bays spanned the length of the north façade. The folding garage doors were comprised of wood panels below and multi-light windows above. The windows on the west, east and south faces were 15-light, steel sash windows.

The interior of the Paint Shop was designed as two large open spaces, divided by a center wall composed of exposed structural ceramic block, oriented north-south in the building. The Paint Shop, completed in 1935 for a cost of \$546.14, had a capacity of four cars or trucks.

6. Major alterations: Substantial alterations were done to both Buildings 302 and 305 sometime between 1936 and 1944. The 1944 U.S. Army Vancouver Barracks Plan of Post Map specifically shows the former Paint Shop and Central Heating Plant (see below) altered into a Fire House, and listed as Building 408. In order to enact the conversion, it appears that the Army constructed a bridging addition connecting the southeast face of Building 302 with the entire north face of Building 305. This bridge is approximately 12 x 22' with a 12 x 16' office space on the east side, and a 12 x 8' hallway that connects the two structures with doorways. A 7.5 x 7.5' approximately 31' tall hose drying tower was constructed on the northwestern edge of the bridging structure, centered on the south central face of Building 302. It also appears that a small addition was constructed on the southwestern face of Building 302 at this time, creating additional storage space on this

portion of the structure, and allowing better integration of the roof lines between the two original structures. This addition resulted in the demolition of the original south face ceramic tile wall and five of the six sets of windows were removed. The resulting structure is an “L” form, with an open courtyard on the southwest face, with a hardened concrete slab within the courtyard. These changes are reflected in a U.S. Army, “Historical Record Vancouver Barracks Washington” document, dated January, 1957, with a scale floor plan of the structure, as well as a west elevation of the structure.

Physical History (Building 305)

1. Date of erection: 5 February 1936

2. Architect: U.S. Army

3. Original Owners: U.S. Army

4. Contractor: Contractor name unknown, U.S. Army and CCC work crews

5. Original plans and construction: According to the U.S. Army’s 1936 Quartermaster’s report, Building 305 was completed on February 5, 1936 as a Central Heating Plant to help service part of a cluster of motor pool and Quartermaster’s store houses erected after the Vancouver Barracks became the headquarters and induction camp for the CCC for Oregon and Washington.

The Central Heating Plant was constructed on the south side of East Fifth Street, east of McLoughlin Road (now Fort Vancouver Way). The 14’ wide and 22’ long, wood frame building was built with a concrete foundation, horizontal wood siding, and a gable roof with composition shingles. A 3 x 3’ square, 28’ tall brick chimney dominates the structure on the northeast corner of the structure. A single wood panel door was centered on the south face, while the windows on the south and east faces were six-light, wood sash windows.

It appears that the interior of the Central Heating Plant was designed with two open spaces, the eastern half to house a coal fired steam boiler and the western half for coal storage. At an undetermined later date, but certainly by 1957, the office space had been converted into a bathroom facility with a single toilet, a shower, and a sink. The Central Heating Plant, completed in 1936 for a cost of \$469.46, appears to have been designed to provide steam heating to the cluster of motor pool structures in this general location

6. Major Alterations: See section for Building 302 above.

B. Brief Historic Overview: Fort Vancouver Barracks

Note: The following historic overview is based on a report entitled “Fort Vancouver, Cultural Landscape Report” prepared by Terri A. Taylor, Project Landscape Architect, and Patricia C. Erigero, Project Historian, in 1992.

Development of Fort Vancouver

For thousands of years prior to Euro-American settlement, the region around present-day Vancouver Barracks was an important Native American trading center. The predominant group in the region was closely related to the Chinookan languages. Their village economies were based primarily on fishing, hunting and gathering.

As Euro-Americans began to explore and settle the native lands (with the first documented exploration of the Columbia River taking place in 1792), the Native American populations declined dramatically due to smallpox, measles, malaria, and other diseases. By the early-1830s, an estimated ninety-eight percent of the Chinook population had died. In the next 25 years, the few Native Americans that survived the diseases were moved to reservations in exchange for residual fishing rights.

In 1824, the Hudson Bay Company (HBC) established Fort Vancouver, a fur-trading post on the north side of the Columbia River near present-day Vancouver, Washington. Fort Vancouver developed into the most important Euro-American settlement west of the Rocky Mountains, and became the economic, political, social, and agricultural center of the Pacific Northwest. Between 1825 and 1846, Fort Vancouver's influence in the Pacific Northwest reached its peak, with the fort acting as the administrative depot of all HBC operations within the region (known as the Columbia District). Under the leadership of Chief Factor Dr. John McLoughlin, the fort dominated the fur-trade industry. The fort became the social and cultural center of the region. Based upon the Treaty of Oregon of 1846, which set the U.S.-Canadian boundary at the 49th parallel, the HBC moved its administrative depot function north to Fort Victoria in 1846.

In 1849, the U.S. Army arrived at Fort Vancouver, and built a military post on the hill above the fort's stockade. By 1850, the military had established a 640-acre military reservation around Fort Vancouver called Columbia Barracks. Although the HBC and the U.S. Army co-existed for several years, political, economic, and social pressure led to the loss of thousands of acres of HBC-owned land to squatters. In 1860, the HBC abandoned Fort Vancouver and the remaining land around the stockade turning the remnants over to the U.S. Army. A mysterious fire destroyed the remaining structures and stockade in 1866.

By the mid-1850s, there were over 40 buildings at the U.S. Army reservation, which was divided into three main sections; the garrison, arsenal, and quartermaster depot. Houses, barracks, stables, warehouses, and a hospital were all part of the military reservation.

In 1865, the U.S. Army established the Department of Columbia and designated Columbia Barracks as its headquarters. Two years later, the headquarters was relocated to Portland. The headquarters was returned to Columbia Barracks in 1878, and renamed Vancouver Barracks in 1879. An expansion of the barracks followed as numerous barracks and dwellings were built to house officers and enlistees. Throughout the 1880s and early 1900s, the soldiers of Vancouver Barracks enforced domestic policies in the Pacific Northwest. During this period, Vancouver Barracks was the major U.S. Army

entrepot in the Pacific Northwest, and was the point of embarkation for troops fighting in the Indian Wars (most importantly the Modoc War and the Nez Perce War), and for many of the troops posted to the Philippines during the Spanish-American War and subsequent occupation.

World War I and the Twenties

Vancouver Barracks remained a principal military site for the Pacific Northwest up to and during World War I. The Spruce Production Division, part of the U.S. Army Signal Corps, was formed to provide milled spruce for allied demands for production of combat airplanes. The barracks became the site of the Cut-up Plant, the largest spruce mill in the Division, and the training center for recruits leaving for the logging camps located in the western mountains of Oregon and Washington. Thousands of soldiers descended on Vancouver Barracks to help in the war effort. The activity at the camp came to a halt after the armistice was signed in November 1918. The number of wartime soldiers at the fort dwindled to peacetime levels.

After World War I, the post became the site of a Citizens' Military Training Camp given statutory authority in the National Defense Act of 1920. The camps, held for two weeks each summer at posts throughout the country, were designed to give civilians training in various branches of the service. Vancouver Barracks also served as a branch of the newly formed U.S. Army Air Service. In 1921, the Air Service joined forces with the U.S. Forest Service, and created an airplane forest patrol. The barracks became a major base for the Portland-Vancouver region.

In the mid-1920s, under post commander Oakley Kelly, the airfield was developed for commercial and military flights, and served as a training center for the air reserves, a base for airborne forest fire patrols, an air mail station, a stop-over for military aircrafts and trans-polar flights, and an airfield in case of war. The airfield was officially named Pearson Field in 1925 (and ceased to be an active Army Air Corps base in 1941).

Civilian Conservation Corps and Vancouver Barracks

One of the most popular and successful work programs established by the Roosevelt administration was the Civilian Conservation Corps (CCC), which combined work relief programs with the preservation of natural resources. Started in 1933, the program put young unemployed men (and some women) between the ages of 18 and 25 to work on reforestation, road construction, flood control, and beautification projects. Other work included building firebreaks, lookouts, bridges, campgrounds, trails, and museums in the National Parks. There were over 1,500 camps in the United States that employed over 2.5 million men and 8,000 women.

Each area of the country had a designated regional military headquarters. Vancouver Barracks was one of six headquarters for Oregon and Washington (the Ninth Corps area). The barracks also became a district headquarters, administering and supplying all the camps with materials for their operations.

The CCC enrollees were also trained at the barracks, and then sent to forest camps to work. Initially controlled by the U.S. Army, these camps were laid out in precise manners depending on the U.S. Army's available supplies, and their designation as permanent, semi-permanent, or portable camps. A typical CCC camp had several buildings including barracks, mess and recreation halls, infirmaries, officers' quarters, truck garages, latrines, and shower buildings.

World War II

By the beginning of World War II, about 4,000 CCC enrollees were in camps in Oregon and Washington. In July 1942, the work at Vancouver Barracks and the CCC camps ceased after the United States entered into World War II. As per Congressional action, all funding for the CCC work programs was transferred to the war effort. Many former CCC enrollees entered into the military or found civilian employment in war-related industries.

Vancouver Barracks, once again, was revitalized. The government increased funding for the barracks due to the importance of the site as a military base. The largest building boom on the post since World War I ensued as additional troops, reservists, and Citizen's Military Training students arrived at the barracks. The U.S. Army converted many of the CCC structures for wartime use. Pearson Field became a valuable intermediate airfield and home to a large pool of reserve pilots.

The effect of World War II on Vancouver Barracks was unparalleled. After Pearl Harbor was bombed, a state of civic emergency was declared in Vancouver due to its strategic location. Vancouver Barracks processed thousands of soldiers as well as housing Italian prisoners-of-war. The City of Vancouver also prospered and grew as a result of its proximity to the barracks. New industrial technologies were introduced, infrastructure and transportation systems modernized and expanded, and social services improved.

Post-War Use of Vancouver Barracks

After World War II, the U.S. Army declared Vancouver Barracks surplus property. The reservation was slated for disposal, but in 1947, portions of the post were reactivated to serve as headquarters for reserve training in the Pacific Northwest. Two years later, the War Assets Administration transferred about 53-acres of the military reservation to the Department of the Interior who established Fort Vancouver National Monument on 19 June 1948. In 1961, Congress enlarged the boundaries of Fort Vancouver and redesignated the monument as a national historic site.

In 1958, the Oregon Military District was phased out under a reorganization of the U.S. Army; Vancouver Barracks became a satellite of Fort Lewis, Washington. The Oregon Sector of the Tenth U.S. Army Corps became the post's chief tenant. By 1970, Vancouver Barracks also served as home for two units of the Washington National Guard and as an Air Reserve Center. The buildings south of East Fifth Street (including the subject building) served as vehicle maintenance and storage facilities for the U.S. Army, the U.S. Air Reserve Center, and the National Guard. In 2000, the Regular Army had vacated the Vancouver Barracks, leaving the U.S. Army Reserve in charge of the remaining

structures. At that time, the Army determined that the “West Barracks” portion of the Vancouver Barracks, an area of approximately 13 acres, located west of Fort Vancouver Way, containing 19 structures, including 13 historical structures three modern garages, was excess to the needs of the U.S. Army. Starting in 2001, the U.S. Army Reserve leased the property to the City of Vancouver, and subsequently transferred the property to the City of Vancouver in 2007.

Currently, Vancouver Barracks occupies fifty-two acres of the original reservation and is under the command of the 88th Reserve Readiness Command out of Fort McCoy, Wisconsin. These remnants of the Vancouver Barracks lie within the boundary of Vancouver National Historic Reserve District that was listed in the National Register of Historic Places in 2007.

C. Brief Overview of the Building History at Vancouver Barracks

Thirty-eight buildings were constructed between 1881 and 1943 at Vancouver Barracks. Although modest in design, the building styles and types varied depending on the development phase represented.

Buildings at the Barracks constructed in the last two decades of the 19th-century were primarily living quarters (barracks), although auxiliary structures such as a chapel and lecture hall were added to the camp. The U.S. Army announced plans to increase the number of regiments at the barracks in 1903. Over the next ten years, a hospital, dental clinic, headquarters building, barracks, mess halls, storehouses, and workshops were constructed. By the end of the 1910s, as the United States entered into World War I, other new buildings were erected. These included a large storage building, motor repair shop, and a Red Cross recreational building for convalescing soldiers. After the war ended, few buildings were constructed at the barracks until the CCC work programs of the 1930s brought another period of growth to Vancouver Barracks.

CCC-Era Buildings

Although the CCC camp headquarters was established at Vancouver Barracks in 1933, new buildings were not constructed until 1935 when twelve buildings were erected including a cluster of motor pool buildings north of the rail spur and south of East Fifth Street. These new service buildings included a gas pump, truck storage garages, storehouse, and paint and auto repair shops. By 1936, these motor pool buildings also had a new central heating plant. Most of these buildings were constructed from standardized army plans modified to suit the conditions of the site and needs of the base. Additional warehouses were built south of the motor pool and rail spur, near the buildings erected by the Bureau of Public Roads in the 1920s (renovated some of the roads’ buildings for CCC use). Three large barracks, an office, mess hall, and recreation building were also erected. In 1938, a large portable building was built east of the barracks, which served as the CCC District Headquarters. Vancouver Barracks remained an active base throughout the 1930s, providing essential services for the CCC camps.

The Paint Shop and Central Heating Plant (Later Fire House) in the Motor Pool Complex

The motor pool buildings, all completed in 1935-1936, were an important part of the CCC operations (Figure 4). Vehicles would be stored in the garages, repaired, and readied for distribution to the camps. The Paint Shop (the subject building) was completed in June 1935, and was directly east of two large garages (Buildings 301 and 304) that was the first of the motor pool buildings constructed during the 1935 boom (Figure 4). The gas pump house (razed) was northwest of the Paint Shop, and an additional automotive building (Bld. 303) was to the east. These buildings were conveniently located between the railroad spur and East Fifth Street, the major east-west arterial.

The Paint Shop and Central Heating Plant were two minor vehicular maintenance buildings at the camp. The Paint Shop had a capacity of holding four vehicles, with each of the four bays holding one vehicle. The building had no interior post supports; the roof trusses spanned the entire width of the building, and a central architectural ceramic wall gave centered support. Utilitarian in design, the ceramic tile and wood frame building was rectangular in plan with a gable roof, and originally had exposed ceramic tile wall faces on the east, west, and south face. The north face had four garage doors, and fixed, multi-light, iron sash windows were on the remaining faces. The Central Heating Plant was also utilitarian in design, rectangular in shape, wood framed, with horizontal wood siding. As presented above, both structures were extensively modified and connected by a bridging structure when they were converted into a Fire House sometime before 1944.

PART II. ARCHITECTURAL INFORMATION**A. General Statement**

1. Architectural character: Completed in 1935-1936, the Vancouver Barracks Paint Shop and associated Central Heating Plant are both one-story buildings with side-facing gable roofs, and boxed-eaves with returns. The Paint Shop was originally constructed of ceramic architectural tile with exposed mortar joints, and four large garage bay doors on the north face. The structure originally had twelve sets of windows (three on the west face, three on the east face, and six on the south face), each with 15 lights, and measuring 5' 2" in width, and 5' 3" in height. The north face was originally lined with four large wood paneled garage doors, each measuring 14' 6" in width. The structure was 25' wide by 60' long, and stood 21' 10¹/₂" tall at the peak of the gable. It appears to have been constructed with two large open spaces, separated by a north-south oriented ceramic architectural tile wall. The Central Heating Plant was constructed as a wood framed structure, with horizontal siding finished with corner boards, and multi-light windows with simple wood trim. A single 2' 7" wide by 6' 5" tall door was centered on the south facing wall. The structure was 14' wide by 22' long, and stood 15' 7" tall at the peak of the gable.

Substantial alterations to both structures were undertaken by the Army prior to 1944, interconnecting them with a small, 10' wide by 22' long bridging structure, to convert the structures into a single Fire House. The present interior has remnants of former offices with a fire hose drying tower on the south center face (Figures 8-9). A lowered false ceiling exists in the structure today, covering the exposed trusses in the Paint Shop portion of the structure. Additional alterations include the removal of the two eastern most garage doors on the north facade (replacing them with a stuccoed concrete hollow block wall (1940s), and the permanent closure of the remaining garage doors and the installation of a 2' 7" wide by 6' 5" tall personnel door within the eastern most existing garage door.

2. Condition of fabric: The asphalt composition roof shingles are in poor condition, and the gutters are failing. The majority of the wood eaves, siding, and trim are intact; although some of the siding is missing and the paint is peeling. The concrete foundation and floor slab are intact, as are all of the windows. The fire hose tower is leaning at a decided cant, and appears to have extensive rotting wood structural elements at its base.

B. Description of Exterior

1. Overall dimensions: The present building measures 50' x 60' at its maximums (the structure is oriented as an "L" form) with about 12' 6" high walls (Figure 3). The height to the peak of the tallest roof is about 21' 10¹/₂", while the height of the fire hose tower is approximately 31' 3".

2. Foundations: All of the walls of the present (and modified) structures are supported by a concrete foundation.

3. Walls: The west and east facing walls of the original Paint Shop section of the structure are exposed ceramic architectural tile blocks that measure 11" x 7" x 6" each. These blocks are painted, but historic images (ca. 1936) appear to show them in an unpainted condition. The walls of the original Central Heating Plant are covered with horizontal, 5" wide drop siding finished with 1" x 5" corner boards. A series of 24" x 10" aluminum shingles cover the south face of the original Paint Shop section of the structure, and all faces of the hose drying tower. They appear to overlay 5" wide wood drop siding.

4. Structural system: The primary load bearing structural system for the main portion of the structure (the former Paint Shop portion of the structure), are three north to south oriented ceramic architectural tile walls. The ceramic architectural blocks are 11" x 7" x 6", with a 1/2" mortar bond. The reworked southwest façade of the Paint Shop, the bridging structure, and the Central Heating Plant portion of the structure all appear to be constructed as a simple platform frame, with wood 2" x 4" stud walls are attached to a 2" x 4" sill plate, placed directly on a poured concrete perimeter footing. The wall studs are spaced approximately 18" on center. The top plate is made of two, stacked 2" x 4" boards.

The roof trusses, spanning the 25' width of the former Paint Shop, are supported on the north façade on a top plate composed of a horizontally stacked pair of 2" x 10" lumber, and on the southeast façade directly on the top of the architectural ceramic block wall (which exists to approximately the mid-point of the structure). The trusses are spaced approximately 10' on-center. Diagonal braces support the horizontal truss members. Vertical tie rods, spaced every 8' 4" along the horizontal member, support the trusses. The roof system is made of 2" x 6" purlins spaced about 2' on-center, covered with 1" x 6" vertically oriented sheathing.

The roof on the former Central Heating Plant is composed of simple triangular trusses, composed of 2" x 4" rafters, and 2" x 6" bottom chords, spaced approximately 2' on center. The trusses are covered with 1" x 6" horizontally oriented sheathing.

5. Openings:

a. Doorways and doors: A three panel wood pedestrian door (35" x 80") with a window on the top panel is on the east end of the north facade, immediately between two windows. This door opens into what was originally a truck bay and later an office. An additional three-panel wood pedestrian door (31" x 80") with a window in the top panel is set within the central existing garage door, within the second eastern set of garage door panels. The south facade has a five-panel wood pedestrian door (31" x 80") that is centered within the original south wall of the former Central Heating Plant structure. In addition, a pedestrian door opening (31" x 80") is within the south façade of the hose drying tower, but it is currently open and there is no door present.

The western half of the north facade is comprised of a pair of 14'6" wide by 12' tall garage door openings. The garage doors are designed with four, 3' wide, vertical panels originally connected by hinges. These doors have three recessed panels below and a six-light, wood window above. The windows are currently painted over. The doors were modified into a non-operable condition prior to 1957, when the Office of the Post Engineer drew a scale plan of the structure, showing the western bay labeled as a "Drafting Room," indicating that the structure was no longer used as a Fire House. The eastern half of the north façade, as originally constructed, also had a pair of identical garage doors, which were removed prior to 1944 when the structure was converted into a Fire House.

b. Windows: All combined, there are a total of 22 windows in the structure. Within the original Paint Shop portion of the structure, there are three banks of fixed 66" wide by 60" tall steel sashed windows on the east and west facades. The bottom sill for these windows is composed of 27 2" wide bricks set on end. The 15 individual lights in these windows measure 20" tall x 14" wide. There are three additional windows on the east half of the north façade of the original Paint Shop portion of the structure that were added when the garage doors were removed and a new wall was added prior to 1944. These three windows are modeled after the east and west façade windows, and also measure 66" wide and 60" tall. The 15 individual lights in these windows measure 20" tall x 14" wide,

and also have steel sashes, but the bottom sash appears to be molded concrete (instead of brick). The two remaining garage doors on the west half of the north façade were originally designed with a window bank in the top third of each vertical panel. These windows appear to be present but are currently painted over, and each measures 1' 10" wide by 3' 2" tall, with six lights, measuring 13" x 13". The central most garage door has had five central panels knocked out and replaced with 30" wide x 18" tall windows. The western most garage door has also had two of these panels replaced by windows, and within the western most vertical panel, two of the central panels have been removed and replaced by a two over two light, wood sashed window, measuring 64" tall by 36" wide.

Based upon the 1935 U.S. Army Quartermaster records, it appears that as originally constructed, the south façade of the Paint Shop had at least three windows, and based upon the concept of symmetry, may have had up to six windows on this face. It appears that during the rebuild of the structure into a Fire House, most of the original architectural ceramic south wall was removed, and replaced with a wood framed wall, other than the small 7' 6" wide section that backs the Hose Tower. The window that existed in this section of the wall was left in place, and is still visible through the Hose Tower, but is boarded over on the interior face. This window measures 66" wide and 60" tall with 15 19" tall by 13" wide lights within it.

The original Central Heating Plant portion of the structure has four windows; two on the south façade, and one each on the east and west facades. The window in the west façade measures 70" wide by 51" tall, and is currently boarded over with a sheet of painted plywood. The western most window on the south façade measures 29" wide by 28" tall with six 9" x 11" lights. This window is surrounded by 1" x 6" trim boards. The eastern most window on the south façade measures 68" wide by 48" tall, with six 23" x 23" lights. This window is also surrounded by 1" x 6" trim boards. Finally, the window on the east façade is 5' tall by 3' wide, and is a simple one over one light, each measuring 28" tall by 36" wide.

The remaining two windows were placed on the east and west facades of the bridging structure. The window on the west façade is a 40" tall by 24" wide, 6 light, wood framed window, with 11 ½" tall by 10" wide lights. The window was designed to open outwards, with hinges installed on the right external side. The window on the east façade measures 60" wide by 36" tall, with 15 lights, is steel framed, with 19" tall by 13" wide lights.

8. Roof:

a. Shape, covering: The side-facing gable roof (6-in-12 pitch) is covered with red asphalt composition shingles.

b. Cornice and eaves: There are boxed eaves on both the Paint Shop and the Central Heating Plant portions of the structure, which extend about 2' beyond the wall surface and have eave returns. The wood soffit is constructed of 1" x3" V-groove siding boards. The 1" x8" frieze board extends around the perimeter of the building.

C. Description of Interior:

1. Floor plans: The interior is divided into six main spaces; three office spaces that were in the original truck bays of the Paint Shop, an office within the bridging structure, a kitchenette within the bridging structure, a bathroom within the Central Heating Plant, and the boiler room within the Central Heating Plant (Figure 3).

2. Flooring: Originally a concrete slab floor, the interior of the Paint Shop half of the structure, and the bridging structure now has laminate square tiles laid on the floor. According to the Army Quartermaster's records, a hard pine floor was laid over the concrete in "half of the building" on January 9, 1944; but there is no evidence of this flooring material now. The Central Heating Plant portion of the structure has a gravel floor in the boiler room, and a pine wood floor overlaid with laminate square tiles on it within the bathroom portion of the structure.

3. Wall and ceiling finish: The building has an open truss and rafter ceiling system, and exposed wood stud walls. The interior office rooms had sheetrock on the ceiling and walls, but these have been destroyed by vandalism.

4. Openings:

a. Doorways and doors: The wooden door, on the north wall of the office, leads into the former offices.

b. Windows: Natural light from the fifteen-light, fixed steel sash windows helps illuminate the interior of the building.

5. Mechanical equipment: Electric lighting circuits served the bays and the interior office rooms. Ceiling lights attached to the bottom of the trusses originally served the to illuminate the interior.

D. Site

1. Vancouver Barracks is located on the north bank of the Columbia River in Vancouver, Washington, within the Vancouver National Historic Reserve (Figures 1 and 2). The western portion of the Reserve, divided by East Fifth Street, includes the U.S. Army's Vancouver Barracks. The Fire House is on the south side of East Fifth Street, east of McLoughlin Road. The entrance drive is on the north side of the garage. A chain-link fence encloses the Fire House and associated buildings. A paved asphalt parking area is on the north and south sides, and truck maintenance garages are on the east and west sides. Within the last ten years, the Army installed sets of pull up bars on 8" x 8" posts on the grass lawn on the east side of the structure, using 2" x 4" wood framing connected directly to the east façade.

2. Associated buildings: Building No. 408, the Fire House, is closely associated with Building No. 406 to the west, Building No. 410, to the east, and Building No. 422 to the south (Figure 2). All of these structures were completed in 1935, and served as part of the motor pool building complex. Building No. 422, on the south side of the structure, was originally built along the railroad spur as a Quartermaster's warehouse.

PART III. SOURCES OF INFORMATION

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U.S. Geological Survey. Vancouver, WA 7.5 Minute Series Topographic Map. Vancouver National Historic Reserve, Clark County, WA: A National Register of Historic Places Registration Form, 5 January 2007.

B. Architectural/Engineering Drawings & Maps

"Installation Site Plan." Vancouver Barracks, Environmental Baseline Study, Figure A-1. 8 May 2002.

"Map, Vancouver Barracks Wash., Water & Sewer System. Compiled by Edwin T. Postal, Civil Engineer, April 1936; drawn by Earl W. Bartlett, Draftsman, completed on 10 June 1936." NPS, Fort Vancouver National Historic Site, archive collection, Vancouver, WA.

“Map, Vancouver Barracks Washington., Building and Block Numbers, Vancouver Military Reservation Office of the Post Engineer. Recommended by Creighton D. Bickley, Maj. C. Ofe, Post Engineer, June 1944. NPS, Fort Vancouver National Historic Site, archive collection, Vancouver, WA.

U.S. Army Corps of Engineers. “Site Plan, Vancouver Barracks, Vancouver, WA.” Map source: U.S. Army Corps of Engineers, Seattle District, Vancouver Barracks Real Estate Project Map, 26 July 1988.

“War Department Q.M.C. Form No. 117.” O.Q.M.G. Building No. 302-CCC. 5 February, 1936.” Quartermaster form, updated in 1963. Vancouver Barracks Collection, On File, Fort Vancouver National Historic Site, Vancouver, Washington.

“War Department Q.M.C. Form No. 117.” O.Q.M.G. Building No. 305-CCC. 15 June, 1935.” Quartermaster form, updated in 1963. Vancouver Barracks Collection, On File, Fort Vancouver National Historic Site, Vancouver, Washington.

“Office of the Post Engineer Vancouver Barracks WN” Historical Record Vancouver Barracks Washington Building No. 408. January 1957. Vancouver Barracks Collection, On File, Fort Vancouver National Historic Site, Vancouver, Washington.

C. Historic Photographs:

National Park Service, Fort Vancouver National Historic Site, Vancouver, Washington, Vancouver Barracks Photographic Collection.

D. Supplemental Material:

See pages 16-25.

PART IV. PROJECT INFORMATION

The field work and HABS report was prepared by Robert J. Cromwell, Ph.D., Archaeologist, Fort Vancouver National Historic Site (National Park Service). The large format photography was completed by Mr. David Gleason, of Hood River, Oregon. The field work and report was completed in October 2009.

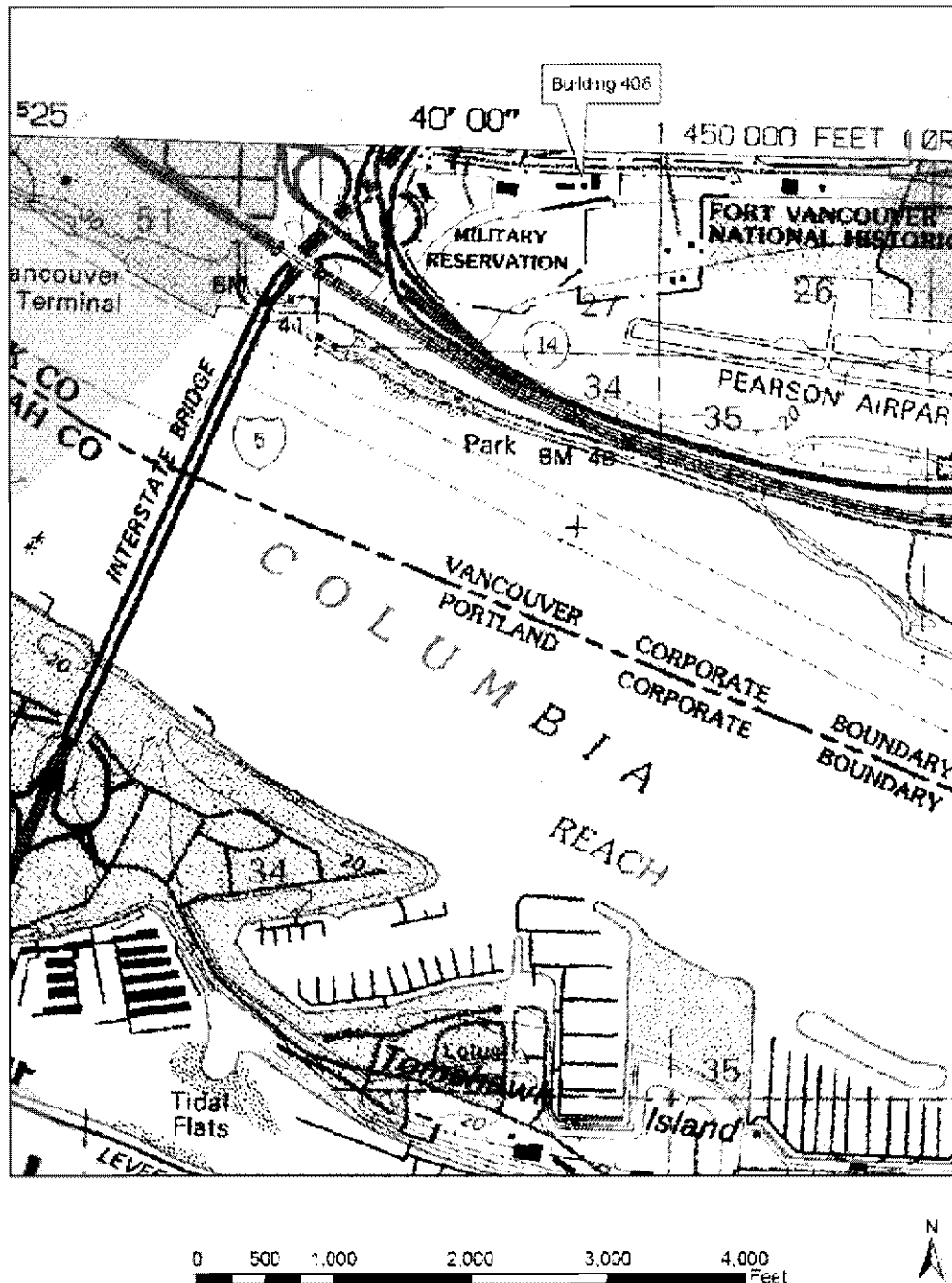


FIGURE 1. Location map showing Vancouver Barracks and Fire House Building, USGS Portland, OR Quadrangle topographic Map.

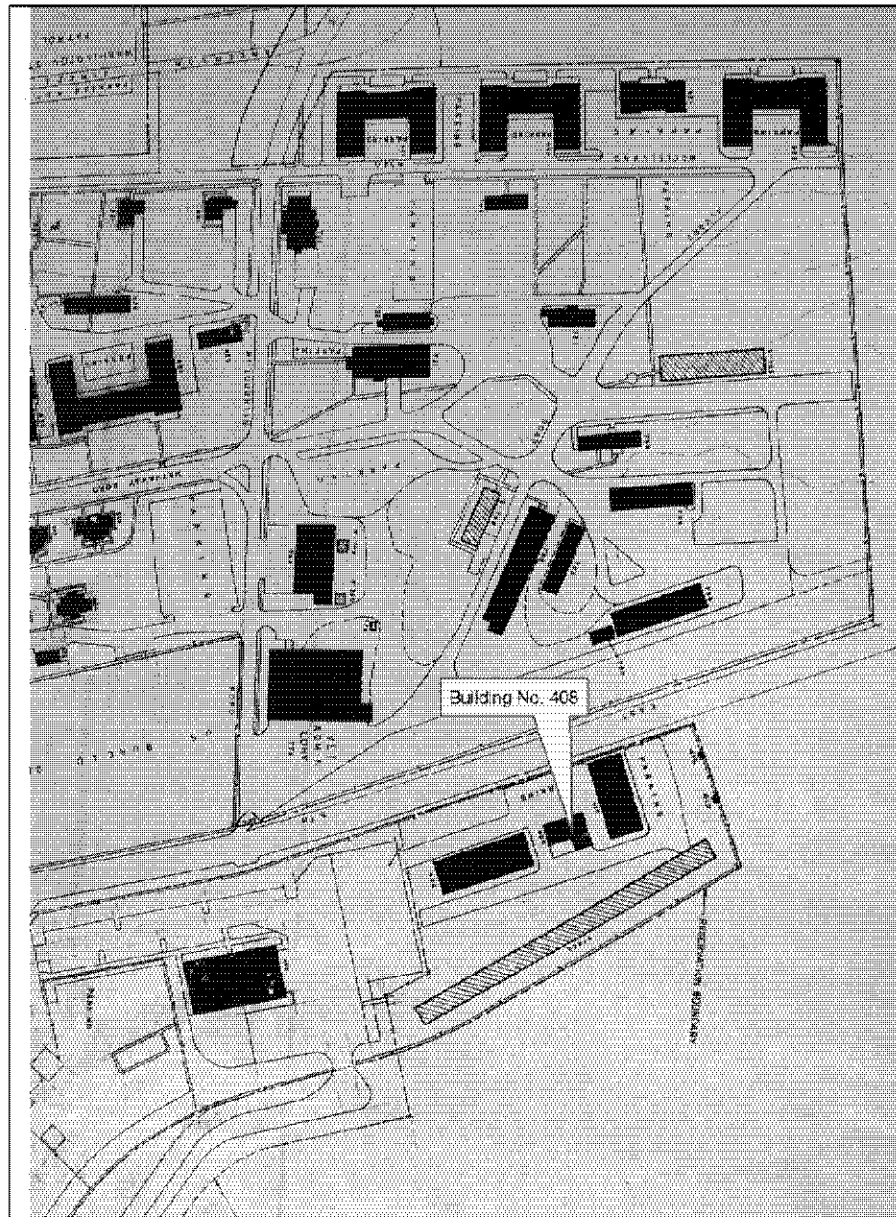


FIGURE 2. Site Plan, Vancouver Barracks, Vancouver, WA. Map source: Copy on File, Fort Vancouver National Historic Site, National Park Service, Vancouver, WA.

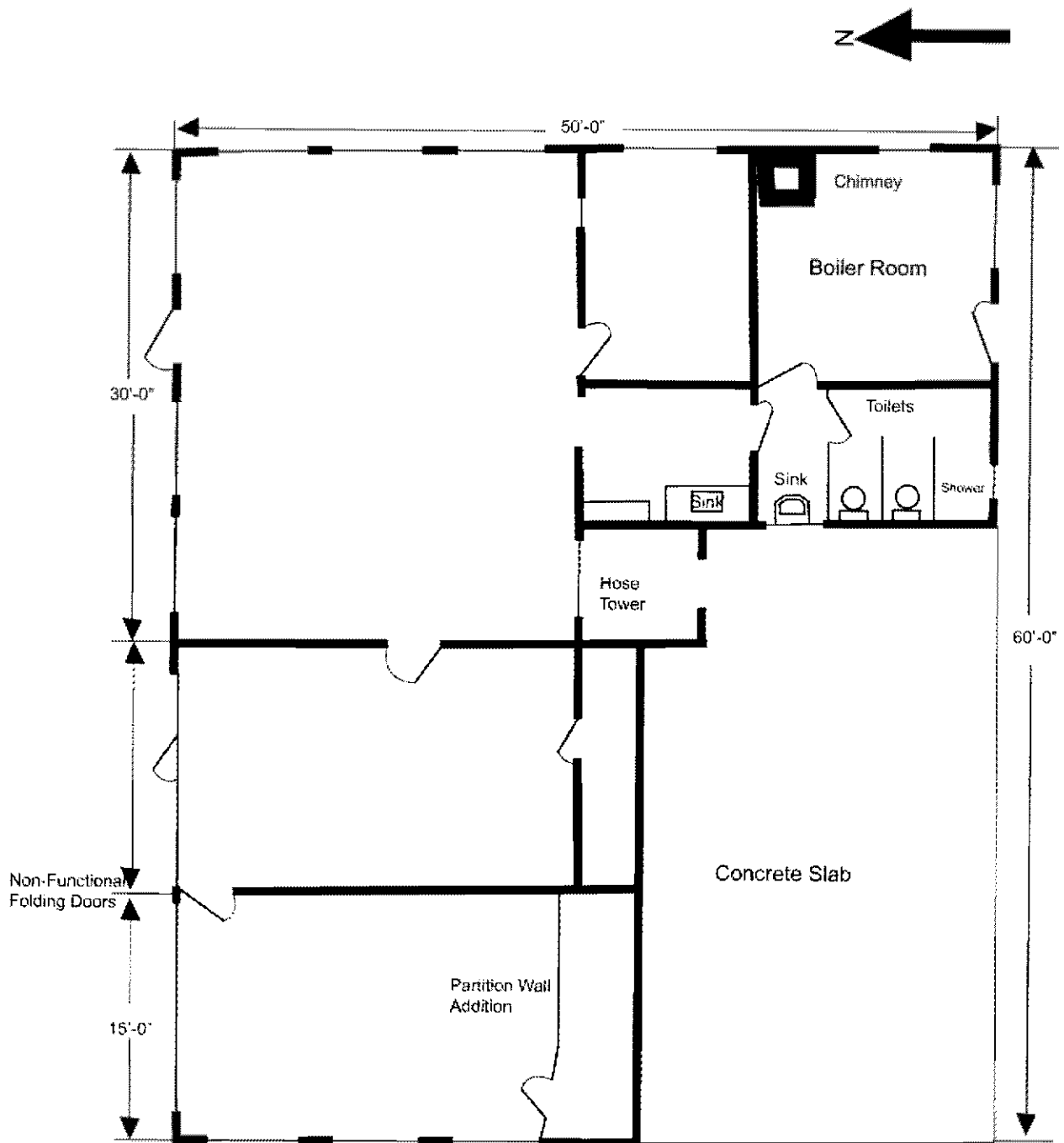


FIGURE 3. Current floor plan sketch, prepared by Robert J. Cromwell, Ph.D., October 2009

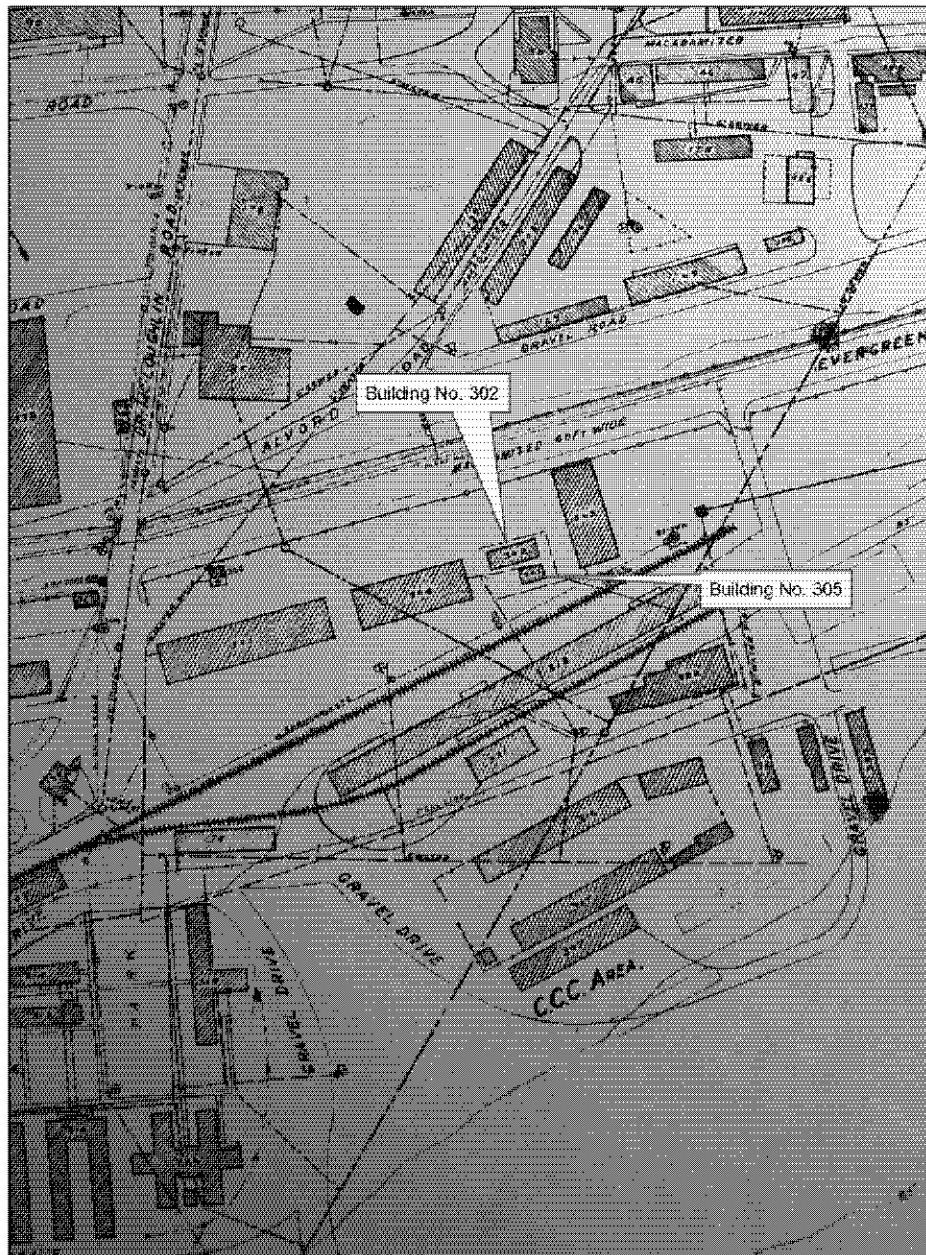


FIGURE 4. Portion of map entitled, "Map, Vancouver Barracks Wash., Water & Sewer System." Compiled by Edwin T. Postal, Civil Engineer, April 1936; drawn by Earl W. Bartlett, Draftsman, completed on 10 June, 1936. NPS, Fort Vancouver National Historic Site, archive collection, Vancouver, WA.

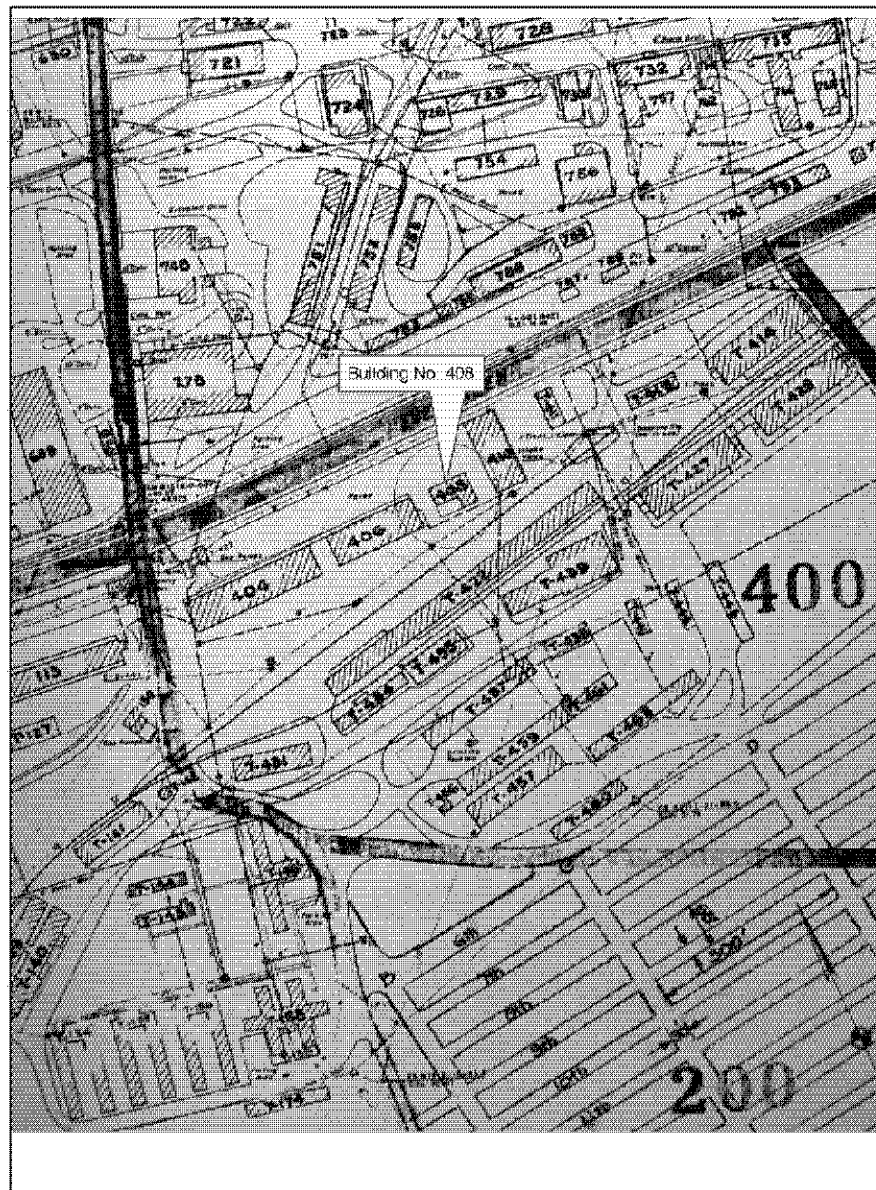


FIGURE 5. Portion of map entitled, “Vancouver Barracks Vancouver Washington, Building and Block Numbers, Vancouver Military Reservation Office of the Post Engineer,” Recommended by Creighton D. Bickley, Maj. C. Ofc, Post Engineer, June 1944. Copy on File, NPS, Fort Vancouver National Historic Site, Vancouver, Washington.

FIGURE 6. Quartermaster Report for Paint Shop Building No. 302. June 15, 1935 report updated October 1963. Copy on File, NPS, Fort Vancouver National Historic Site, Vancouver, Washington.

[illegible]

FIGURE 7. Quartermaster Report for Paint Shop Building No. 305. February 5, 1936 report updated October 1963. Copy on File, NPS, Fort Vancouver National Historic Site, Vancouver, Washington.



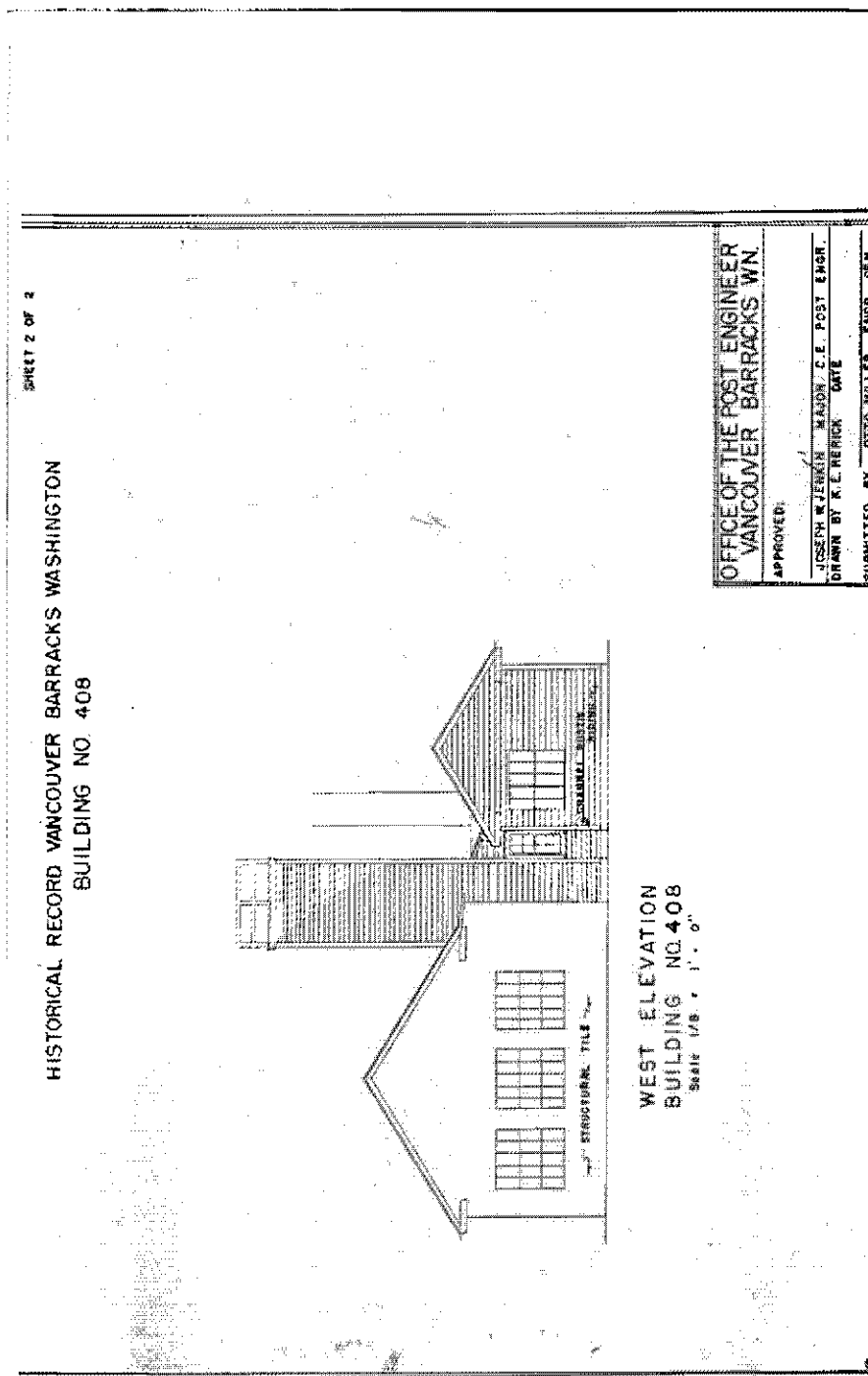


FIGURE 9. "Historical Record Vancouver Barracks Washington Building No. 408," January 1957. Copy on File, NPS, Fort Vancouver National Historic Site, Vancouver, WA.

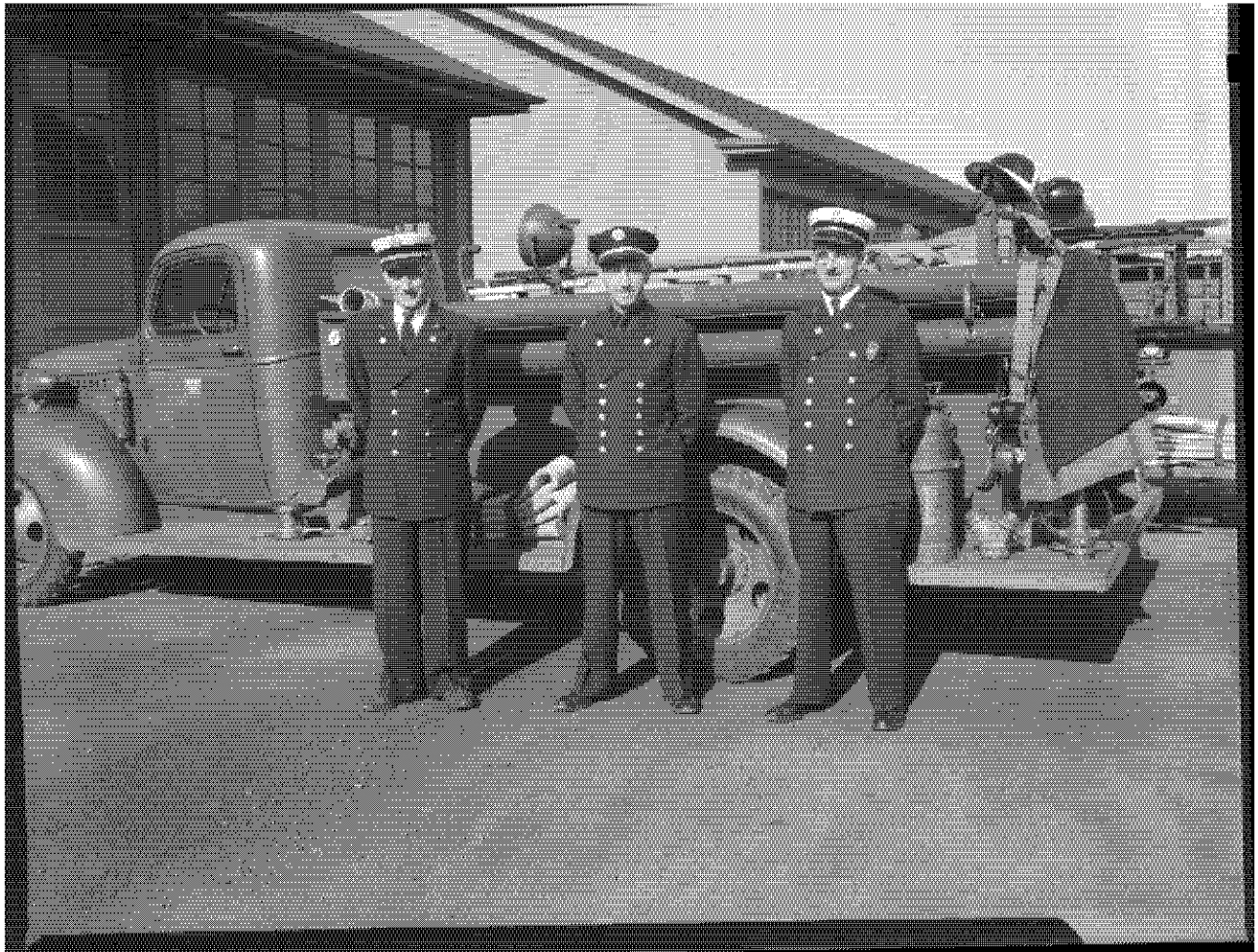


FIGURE 10. Undated photograph of fire truck and firemen in front of the Fire House, Building No. 408, facing southwest, with North façade of structure visible. Copy on File, NPS, Fort Vancouver National Historic Site, Vancouver, WA.